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THE PANAMA CANAL REVIEW

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Special:
The San Blas Indians

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David S. Parker, Lieutenant Governor

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Panama Canal Information Officer

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About Our Cover

AMONG THE Indian tribes of Panama, none has more interest for readers than the San Blas. These Indians comprise one of the few tribes to survive conquest, disease, and intertribal wars. They are hardy and adaptable people with one eye on the future and the other fondly fixed upon some very old traditions.

Home of the San Blas.

How they have managed to retain both, while keeping a balanced view of things may be due to their hardy nature. Or, perhaps it is because they have a sense of humor, a great resource for any people.

Much has been written about the San Blas. When one begins to gather material, one source confounds another and bewilderment sets in. The only way to clear it all up is to go to San Blas Islands, spend some time, and ask a million questions. The Indians have survived a lot of legends and such, and are happy to tell their story to anyone who will sit awhile and listen.

And what a story it is! The San Blas has been a nomad, and when he settled he became expert at both fishing and farming. Perhaps the civilized world has a lot to teach the San Blas Indians. At least there are several efforts in that direction by dedicated people. They have done a fine job and the Indians readily appreciate it. But learning is a two-way street; the San Blas have something that we might ponder: While missing the benefits of modern society, they have also been denied its wars, psychological conflicts, greed, pettiness, and general bickering. And, not least of all, they are happy. That's an achievement that seems ever more elusive these days.

For a story on how the San Blas work and live, turn to page 8. And if you want a firsthand look, it's only an hour away by plane.

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50th Anniversary Book Wins Praise

IT DIDN'T MAKE the best-seller list.

But the book published by the Panama Canal Information Office on the occasion of the 50th anniversary of the waterway was a sellout in the Canal Zone. The initial 8,000-copy, English-language edition disappeared from Service Center and Retail Store shelves just a few weeks after the publication date, August 15.

A 6,000-copy reprint of the book was ordered and many were snapped up by Canal Zone Christmas shoppers for friends and relatives back home. The remaining copies are also enjoying a brisk sale.

Some 2,000 complimentary copies of the original edition went out to libraries in the United States and Latin America, to top government officials and diplomats. The book, identical in content in the Spanish and English editions, traces the history of the Panama Canal since its inception. It has been praised in hundreds of letters as a significant historical work, as well as an informative and entertaining volume.

A specially engraved copy of the volume was sent to President Lyndon B. Johnson and several copies to Mrs. Jacqueline Kennedy for the John F. Kennedy Memorial Library.

Favorable comments on the book have come from such personalities as Mrs. Kennedy, Secretary of State Dean Rusk, U.N. Ambassador Adlai E. Stevenson and several U.S. Senators and Representatives.

High praise came from Congresswoman Lenore K. Sullivan, who said in part, "As I turned the pages and read here and there, I was impressed beyond words with this masterpiece of photography and historical achievement."

Six former Governors of the Canal Zone who visited the Isthmus on the 50th anniversary in August were presented complimentary copies of the book. Mrs. Julian Schley, whose husband was Canal Zone Governor from 1932 to 1936, said in part, "extremely well done. Congratulations to you."

A former Lieutenant Governor of the Canal Zone, Brig. Gen. W. P. Leber, wrote: "An extremely well prepared publication, a great credit to the Canal organization."

"It is a splendid publication—one of which you may well be proud," wrote Dr. Thomas R. Goethals, son of Canal Builder George W. Goethals, who also served as the first Governor of the Canal Zone, from 1914 to 1917.

Bouquets also came from many prominent Panamanians—government officials, professional people, and businessmen. The magistrate of the Panamanian Supreme Court, M. A. Diaz, ordered copies of the Spanish version for each of the justices of the court, and for the Supreme

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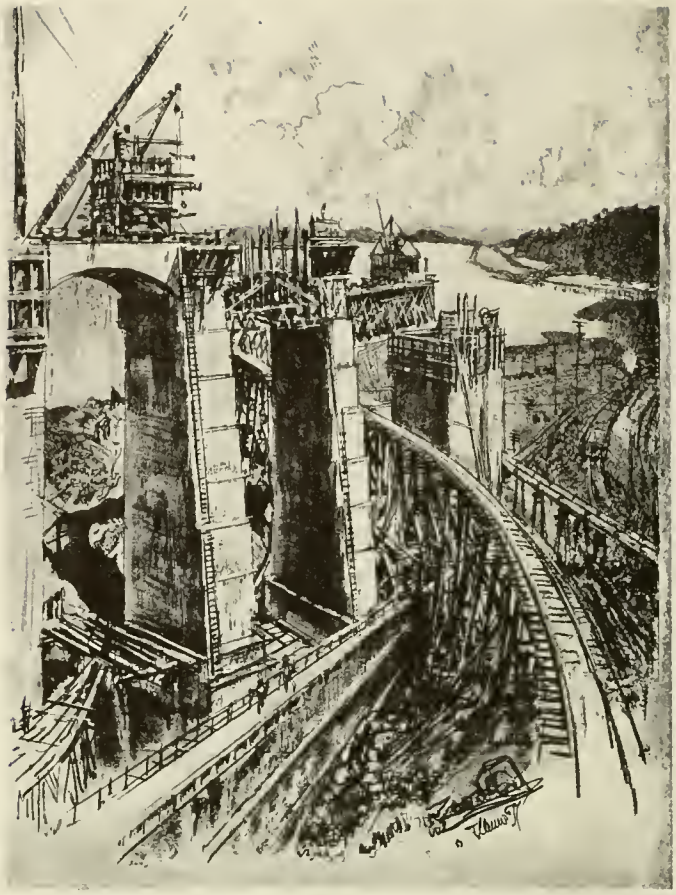
The Mold Of Nature: Changed but Unbroken

The landscape may be altered, but the outline of these hills has an eternal quality. The scene above was photographed on Ancon Hill from the identical viewpoint that the bottom photo was recorded in 1904. Albrook Field stands in place of the former swamp and buildings and roads have replaced much of the wooded area. The horizon identifies the area as the same in each picture Though these photos are 60 years apart, certain identical features, including an early roadway, can be seen.

Joseph Pennell: The World Was His Studio



Pennell saw the approaches to Gatun lock like this.

"DON'T LOOK LIKE MUCH!" a Panama Canal steam shovel operator remarked in 1912 when he first saw Joseph Pennell, noted American artist whose lithograph prints of Canal construction scenes are an important part of the Canal Zone Library-Museum collection.

Pennell probably did not look like much at that. He arrived at the construction site dressed in old tweeds with a portfolio and a campstool under his arm, his waistcoat pockets full of pencils, and his eyes half shut in the artist's way which suggests sleepiness to the uninitiated. He had no big umbrella, no big easel, and none of the paraphernalia by which the artist outdoors proclaims his profession.

According to a biography written of the artist by his wife, "the man at the steam shovel changed his opinion before the morning was over, deciding that Pennell could draw. Pennell, in the end, presented him with a print; the two had learned to respect each other as good workmen, each after his fashion."

During the time he was in Panama—January to March 1912—Pennell came to respect many other Canal construction men as good workmen and dedicated men.

In his introduction to "The Panama Canal Pictures," Pennell said: "The interest of these Americans in my work and in their work was something I had never seen before. A man in huge boots, overalls and a ragged shirt, an apology for a hat, his sleeves up to his shoulders, proved himself in a minute a graduate of a great school of engineering. He proved as well his understanding of the importance of the work I was trying to do, and his regret that most painters could not see the splendid motives all about; and the greatest compliment I ever received came from one of these men, who told me my drawings 'would work.' "

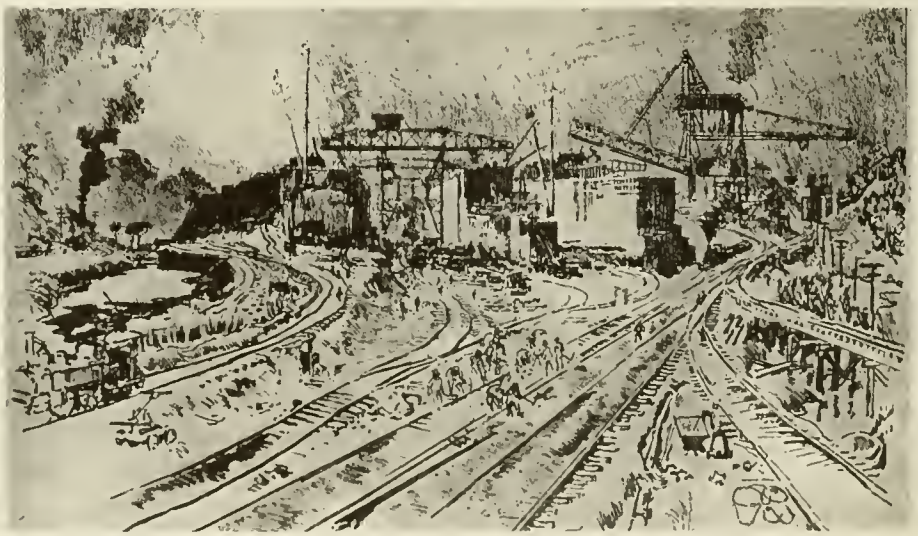
Pennell, who was afraid that he had arrived in Panama too late to get the pictures he wanted, found instead that the construction was exactly at the right stage. As his world-famous lithographs show, "industry at the Canal was on a colossal scale. The locks were yawning gulfs; their towering walls and mighty gates, their stupendous arches and buttresses not yet hidden as they would be once the water was let in."

Pennell later expressed himself as no less impressed with the order that went with the construction activity and the apparent pleasure of everyone—high or low—with the work they were doing. "The workmen worked as if to work was neither a hardship nor an imposition. I never met anyone who wanted to leave; and I believe that the threat to send the men home broke the only strike on the Canal."

Although Pennell is best known locally for the 30 lithographs drawn of Canal construction, he was a famous artist and an authority on etching and lithograph and a picturesque personality, as well, long before he came to Panama.

A Quaker born in Philadelphia in 1857, he had the Friends' habit of speaking his mind, a good journalistic sense, and a gift for salesmanship which brought him success by the time he was 25.

His first important work was to illustrate a series of articles by George W.



A panoramic drawing by Pennell shows the building of Miraflores lock.

"The Procession" in the bullfight ring in Madrid, by Pennell.

A Pennell drawing of the Bridge of Toledo in Madrid.

In Toledo, Spain, he drew this dark street.

Cable on New Orleans. The New Orleans etchings and drawings made such a stir that he was asked to go to Italy to illustrate articles by William Dean Howells.

He married Elizabeth Robins in 1884 and they spent their honeymoon taking a tandem bicycle trip through England. Later they traveled by bicycle through Europe—he sketching and Mrs. Pennell writing.

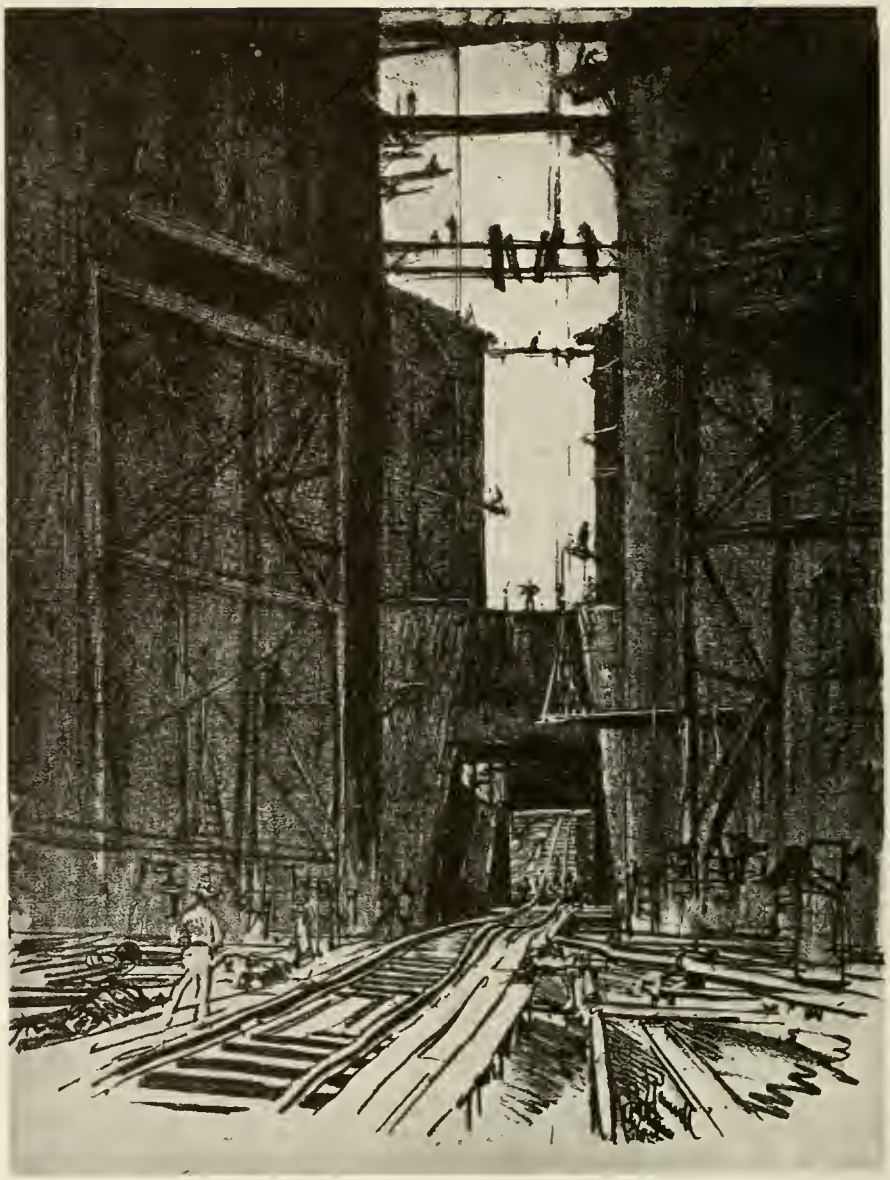
Pennel's etchings made an impression in Europe and were first shown at the Exhibition of the Society of Painters-Etchers in 1885. He produced an amazing amount of work with most of it being reproduced in American and English magazines. He also illustrated a number of books.

He was interested as much in the art of printing from plates as in making them and believed both processes were equally the business of the etcher. Later his close association with James McNeill Whistler made it natural that lithography would attract him. He really became enthusiastic over the process in 1895 and in 1909 founded the Senefelder Club in London to bring lithographers together and hold exhibitions of their prints.

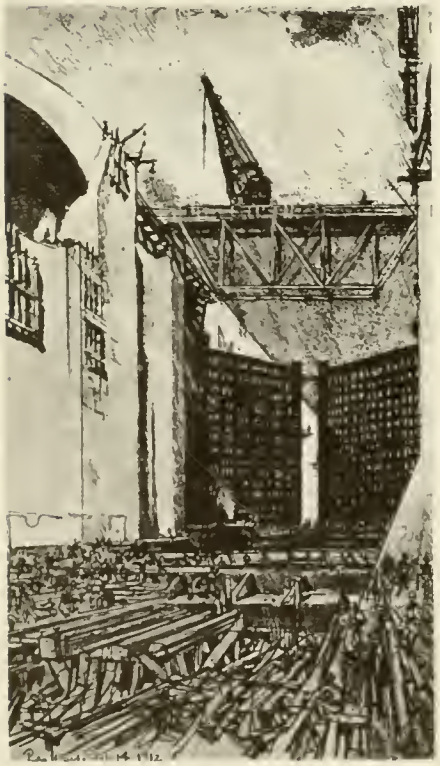
He felt that the art was a medium

Pennell saw the castle of Ildefonso like this.

Pennell's famous "Gatun: Dinner Time."



The artist sketched this from the bottom of Gatun lock.



At work on the floor of Pedro Miguel lock.

PENNELL: THE WORLD WAS HIS STUDIO

(*Continued from p. 5*)

peculiarly well adapted to the portrayal of factories and he described these industrial prints as "The Wonder of Work" of which the Panama lithographs were part. The Panama drawings, it was said, were never surpassed for richness of color and virile strength.

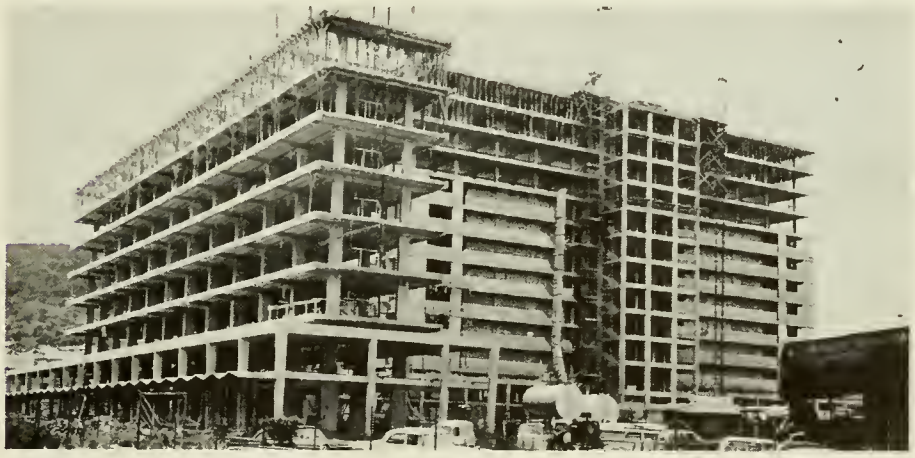
During World War I, he made lithographs and drawings of British plants engaged in war work later published as "Joseph Pennell's Pictures of War Work in England," and worked on several projects in the United States. After the war, he taught etching at the Art Students' League in New York, wrote several books, served as an art critic on the Brooklyn Eagle, and helped run the New Society of Sculptors, Painters & Engravers. He died in 1926.

Pennell is considered to have done more than any other one artist of his time to improve the quality of illustration both in the United States and abroad and to raise its status as an art. He produced more than 900 etched and mezzotint plates, some 621 lithographs, and innumerable drawings and water colors.

He was a member of numerous societies both in the United States and Europe, was awarded medals at many expositions, and his work is represented in museums and galleries in various parts of the world.

Panama's Building: Going Up!

The highest building in Panama City is the 15-story San Antonio apartment building on Eusebio A. Morales Street in El Cangrejo. Each apartment occupies an entire floor and includes three bedrooms, living room-dining room, two baths, porch, two balconies, kitchen, maid's room with bath and all modern facilities. Two elevators serve the building.



Twin multifamily buildings for low income groups, 12-stories high, are under construction on Avenue "B." The street floor is to be a commercial area and the roof will have laundry facilities. The other 10 floors will each have 8 apartments, or a total of 88 apartments per building. Each apartment will have two bedrooms, combination living room and dining room, kitchen, and bath. The cost of each building: $380,000. One of them is shown here.

HOUSING construction in Panama City has undergone a radical change in recent years. The city's silhouette now is dominated by tall structures while in the past new buildings, although modernistic in trend, were seldom more than four or five stories high. The recent trend toward high rise buildings may be motivated by the growing cost of real estate, which in certain urban areas is considerable.

Thus, at the top of La Cresta is a building familiarly known in Panama as El Faro, or the Lighthouse. In the El Cangrejo section there is the Panama Hilton Hotel, the Maduro 8-story apartment building, and now a new 15-story San Antonio apartment building which has one apartment on each floor.

Near the new Continental Hotel in the exclusive Campo Alegre area is the plush 11-story Grobman apartment building that has just been completed. In this same area there are many elegant apartment and office buildings, as well as private residences.

Along Balboa Boulevard, which borders the Pacific Ocean, new high rise buildings are mushrooming. Peña Prieta, on the corner of Balboa Boulevard and 40th Street, is a 7-story office building. At 32d Street is the newly completed 13-story Stemple building. Here the first two floors are used for offices, with apartments in the remainder of the building, one apartment to a floor.

Even the old section of Panama City is being modernized. In Santa Ana Plaza, on the site of the historic Panazone, a contemporary combination store and office building is a recent addition.

At Central Avenue and "J" Street another elegant structure has been completed.

Further down, at the former railroad yards fronting Avenue "B", at 17th St. a twin 12-story low cost multifamily housing project is part of the program of the Panama Housing Institute (IVU) to solve the problem of housing low income level residents. In the populous suburbs of Marañón and Calidonia other multifamily structures are providing housing for low income tenants.

The Panama Housing Institute as of September 16, 1964 had built 5,074 housing units for people of low income. Some of these homes were built through the awarding of bids, and a large number of homes were built through a mutual assistance program. Financing was obtained, principally, from the exterior or with financial assistance from the International Development Bank (BID), AID, or Point Four of the United States. Totally new residential areas such as Villa Cáceres, San Miguelito, and La Locería have been developed also. In the city proper is Huerta Sandoval, where five 5-story buildings have been constructed, part of a complex of seven, dominated by a 12-story structure.

Data obtained from the Panama Safety Office shows that up to October 1964, buildings valued at $10,518,959 were constructed in Panama City, compared to construction valued at $15,282,230 for the same period in the preceding year.

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PARADISE AWAKENING: THE SAN BLAS ISLANDS

SOUTH FROM Jamaica a warm wind sweeps across the Caribbean Sea and courses gently down the West Indies Archipelago. Five centuries ago, borne upon this wind, the ambitions of Spain, then Europe, began to influence a new land. The Old World had found the new; Western civilization marshalled its ideas and set out on a westward march that has influenced the history of two continents.

But the winds of change, which soon became a tempest that shaped the destiny of the Americas, brought almost no breath of disturbance to one quiet and lovely paradise—the San Blas Islands.

Today, currents of change are beginning to envelop these islands, tracing an arch of jade close by the eastern shore of Panama in the Caribbean Sea. The Indians of San Blas, cheerful and happy people in a well developed, if partly primitive, life, welcome the benefits of modern society.

A journey to San Blas from Panama is a pleasant hour by light plane. It is a walk into the past, the falling away of a thousand years in the time the plane skirts the Gulf of Panama and then cuts north across the Isthmus and searches out a landing strip among the flecks of green scattered below.

From the air, the islands are a storybook description of paradise. An azure reef to the windward side breaks the roll of ocean waves. Between the reef and the shore lie the islands, sharp cuts in a thousand shades of green, toy-like landscapes in circles of sunlit sand, flanked by shallow coral waters where tropical colors chase one another through a succession of sunny days.

Every inlet and bay is a highway for the Cuna Indians. Small white sails are seen against the blue sea from the air, but most cayucos—the dugout canoe of the Indian—are paddled.

Ailigandi Island is a few hundred yards from the mainland air strip. It is neither entirely primitive nor highly developed. Here are the crossroads of two ways of life, where corn is ground by hand between two small stones but where wireless reaches the population center of Panama in a few seconds.

There is no hotel here, no motels, automobiles, TV, movies, supermarkets, roads, ice cream, neon signs, or office buildings.

But there are no ulcers, no exhaust smoke or bleating horns, no TV murders, auto accidents, rush hour madness, no mental wards, and no one is a stranger.

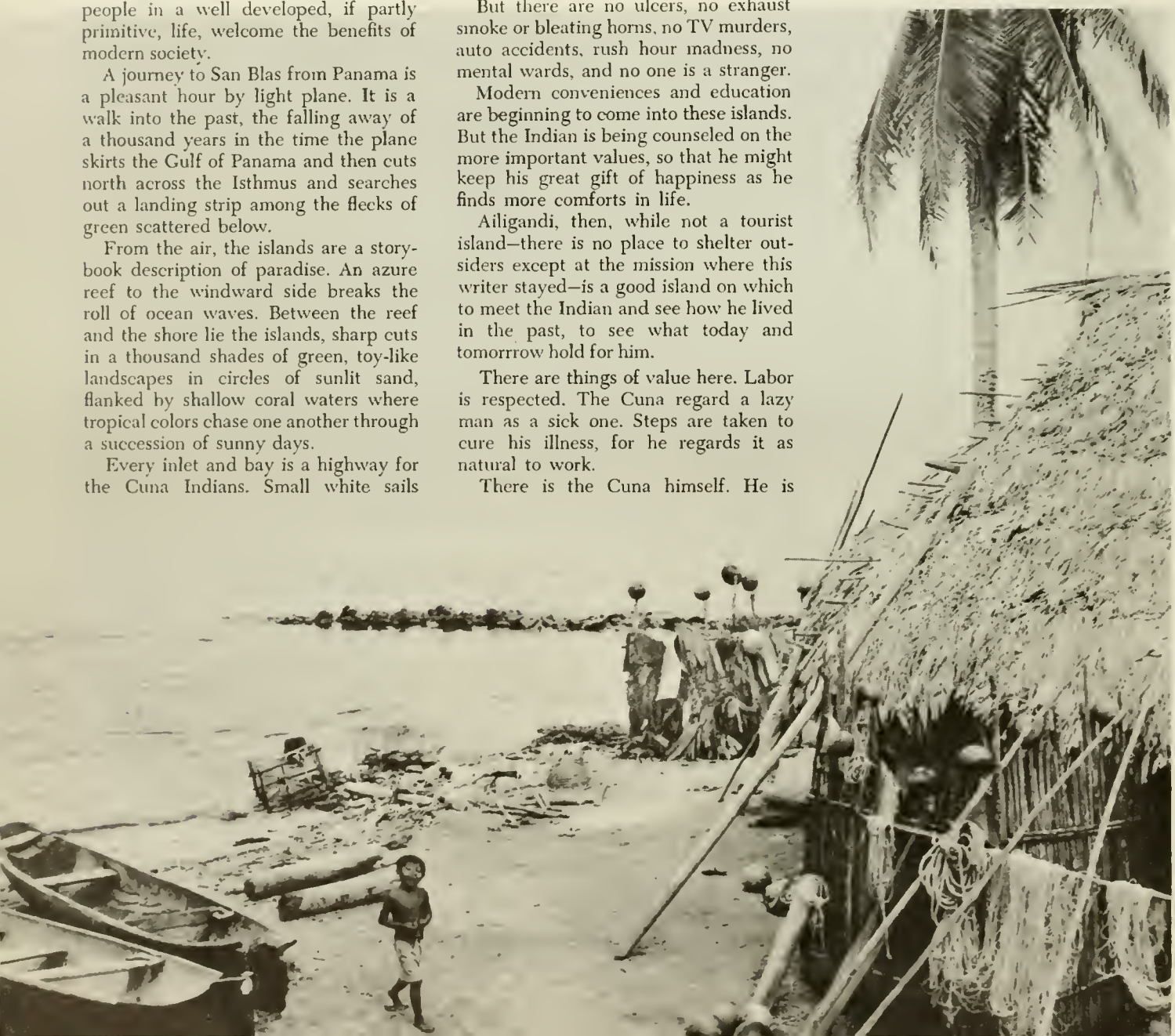
Modern conveniences and education are beginning to come into these islands. But the Indian is being counseled on the more important values, so that he might keep his great gift of happiness as he finds more comforts in life.

Ailigandi, then, while not a tourist island—there is no place to shelter outsiders except at the mission where this writer stayed—is a good island on which to meet the Indian and see how he lived in the past, to see what today and tomorrow hold for him.

There are things of value here. Labor is respected. The Cuna regard a lazy man as a sick one. Steps are taken to cure his illness, for he regards it as natural to work.

There is the Cuna himself. He is resourceful and will work hard. He has a keen and innate political sense, for he has practiced democracy for centuries. His tribal government parallels the pattern of a New England town meeting—the pride of early democracy in North America. He is honest, commits almost no crime, respects his fellow man immensely, believes in discipline, and he has not discovered that favorite pastime of much of the world—complaining. It doesn't occur to him to lie.

Here on Ailigandi there are more smiles per hundred faces than any place



on earth. The children seldom cry, never fight, and are obedient. A fifth grader plays with a stick and is happy. Little girls of 6 and 8 carry babies about and paddle cayucos a mile and a half for water. They seem not to mind at all. Cunas are quick to learn and have an amazing memory. They are remarkable people.

Until about three generations ago, most of the Cuna lived on the mainland. Malaria, insect pests, and tropical diseases took a heavy toll. After one epidemic took many lives, the Indians moved to the islands, where ocean breezes keep the villages free of mosquitoes and sandflies. Including 7 mainland villages, there are 42 main settlements scattered through the 365 islands. About 20,000 Cunas and a handful of missionaries make up the population.

Only in the past few years have tourists come to the islands. Few islands are open to them, and there are overnight accommodations only at Porvenir.

Cuna economy is based on the coconut, harvested by the millions and sold at prices that now average $5 a hundred. Money is used, but two coconuts are accepted as readily as a dime in payment for goods.

Each day the men set out to fish, or to tend crops on the mainland. Ailigandi Cunas paddle up the Ailigandi River about a mile, where they grow sugar cane, white and red rice, corn, oranges, plantain, bananas, and cocoa nuts. These foods, together with red snapper, make up the Indian diet.

Cuna families own land, but there are no deeds and no mortgages. There is a mutual agreement on who owns property, and the boundaries are known by those concerned

In the village of Ailigandi, the workday begins before dawn, when the women ply cayucos to the mainland, then upriver for more than half a mile. Dozens of hollow gourds are filled with water and brought back, a 3-mile round trip before breakfast. Cooking is in one house; the family lives in another. A house may have as many as 20 people, because a Cuna man moves into the house of the woman he marries.

The houses are large, perhaps 40 feet long and 30 feet wide. Closely spaced bamboo shafts make up the walls, with a frame of wood built stoutly to support a thatched roof. There are no windows, the earth serves as a floor and there are two doors.

For cooking, three logs are set upon the floor of the house in the form of the spokes of a wheel, with the fire at the hub. Over this fire, fish is smoked.

When a trading boat calls at the island, nearly everyone comes to the dock. Often, there is ice cream for sale. Coconuts are sold to these boats, which bring trade goods to sell to the Indians.

A Cuna mother and her small pride and joy. It is likely, as some customs wane, that this little girl will not wear the ring that adorns her mother's nose. Note the mother's beautiful mola blouse, which she made.

Harvesting bananas from an Indian "farm" on the mainland in a spot cleared in the jungle. The machete is vital on this farm.

Plantains are put directly into the coals for baking. Some dishes are a combination—strained plantain and flaked fish is a favorite. The blend is boiled and sometimes spiced for added flavor. Hammocks occupy one part of the house. Furniture is generally limited to a few armless chairs, made by carving a contour into a section of log.

Everywhere lines are full of drying laundry. The houses are neatly kept. Streets, too, are clean in Ailigandi. Children are bathed vigorously, and often. Swimming parties are an afternoon pastime, with the women using a different area of the river than men.

Cunas are not without problems. They solve them through a congress, which meets in the evenings when there are matters to discuss. The first, second, and third chiefs are there, the first chief presiding. All men take part in the discussions. Once a vote is taken, the majority opinion prevails and the problem is settled. Justice is also handled this way, with offenders turned over to the Panamanian Government to

(See p. 10)

These are probably the friendlest salesgirls to be found anywhere. They are presenting molas for sale, but were shy about the picture taking, though not as shy as their mothers.

Indian women wash clothes in the Ailigandi River. They also fill calabash gourds with water to carry back to the island. They make this long trip several times a day.

This carpenter, an old Indian man, has one tool, the machete. But with it, he will carve out a cayuco, with seats and paddles.

Going for a ride with mama. Logs under boat are rollers to make launching easy.

Paradise Awakening: The San Blas Islands

(*Continued from p. 9*)

be fined or for imprisonment on the mainland.

Several islands have schools. All have grades 1 through 6 except at Nargana, where there is a junior high school. For further education, children must go to Colon or Panama City. Ailigandi has a government school and a Baptist mission school where six teachers are employed. Faces shining, children show up for school at 8 a.m. No attendance roll is called, but everyone is there. If the roll were called, it might sound strange. Many children have been given no names and are free to choose a name when they please. Adults, too, adopt names. Many times, they take the name of someone they like, or of a famous person.

Women are an important part of the Cuna society. When a man marries and moves into the house of his bride, he is subject to orders from his father-in-law. While serious, the marriage ceremony isn't formal. A man is tossed into the hammock of his bride by the men of the village. If he stays, the marriage is on. If not, the men try once or twice more. If he still jumps out, no marriage. This is an old custom and though it's still practiced, the bride and groom of today usually know in advance of the outcome of a hammock ceremony, for modern courtship now plays a part before marriage.

Women dress in a wraparound skirt and a bandana over the head. A blouse, made from the rectangular mola, completes the outfit. Jewelry and makeup are popular. The gold ring through the nose is still predominant, though it's use is dwindling. Like the gold earrings (purchased in Panama) and the handmade necklaces of hard berries, fish and animal teeth, these rings have no special significance. Facial rouge is made from the pods of a red flower and used liberally. Men are conservative in dress, preferring Western shirt and slacks. No one wears shoes.

The mola blouse is especially beautiful. The designs are geometric, or of animals or birds, or village scenes, or religious themes. The mola may require 80 hours labor by one woman. It is made by a complex stitching of small pieces of fabric; one is laid over another with two pieces of cloth forming the foundation to which the small pieces are added. Hundreds of small stitches and hours of

(*See p. 23*)

Adlai Stevenson and Governor Fleming listen as Lieutenant Governor Parker conducts Panama Canal briefing at Miraflores locks.

"BRIEFLY," IT'S A COINCIDENCE

THE VISIT of United Nations Ambassador Adlai Stevenson to the Panama Canal in November brought about a coincidence worth reporting. The U.S. United Nations representative was here briefly when his plane stopped on November 6 for about 2 hours at Howard Air Force Base en route from Santiago, Chile, to Washington, D.C.

Mr. Stevenson and his party were met and accompanied to Miraflores Locks by Governor Fleming. There, a briefing was held for the Ambassador.

The coincidence is that Lt. Gov. David S. Parker conducted the briefing. In October 1962, at a critical point in the Cuban missile crisis, there was a U.N. briefing by the United States for the U.N. Security Council. It centered on aerial photographs which showed the locations of missile-launching sites in Cuba. That briefing, too, was conducted for the Ambassador by Colonel Parker, who was then a representative of the Department of Defense. This was the only time that there has ever been a briefing of the Security Council in formal session.

A photograph shown on this page hangs in the office of Lieutenant Governor Parker. It is dedicated by Mr. Stevenson to "Col. David S. Parker, with grateful memories of his part in an historic day. Adlai E. Stevenson, Oct. 1962."

It is remarkable that 2 years later, in a different part of the world, Colonel Parker was called upon again to brief the Ambassador, but this time on a different subject.

Mr. Stevenson was presented a key to the locks by Governor Fleming, then watched the lockage of a ship through Miraflores. Mr. Stevenson has been a visitor to the Canal and Panama several times.

A tense moment in American history—Colonel Parker briefs the United Nations on location of missile sites in Cuba in October 1962.

CANAL COMMERCIAL TRAFFIC BY NATIONALITY OF VESSELS

Nationality	Second quarter, fiscal year— 1965 Number of transits	1965 Tons of cargo	1964 Number of transits	1964 Tons of cargo	1951-55 Average number transits	1951-55 Average tons of cargo
British	357	2,179,944	332	2,124,142	301	1,874,647
Chilean	33	238,506	35	254,547	11	66,740
Chinese (Nat.)	29	240,304	17	219,968	6	38,938
Colombian	71	96,380	60	84,005	38	46,028
Danish	68	443,124	66	360,351	58	213,240
French	34	142,095	27	131,140	33	147,569
German	308	837,547	266	814,518	44	92,509
Greek	135	1,330,911	167	1,638,377	26	219,932
Honduran	69	35,499	61	46,513	96	120,854
Israeli	15	115,266	24	41,748	------	------
Italian	45	296,435	44	243,177	36	185,937
Japanese	208	1,293,649	212	1,175,542	67	406,764
Liberian	283	3,231,804	232	2,486,072	43	260,602
Mexican	11	35,177	9	9,999	3	7,034
Netherlands	148	656,251	178	638,315	32	151,485
Nicaraguan	19	27,911	19	21,648	6	4,648
Norwegian	364	3,308,840	340	2,788,728	193	747,864
Panamanian	111	502,471	132	521,019	115	604,619
Peruvian	40	230,267	33	177,655	7	13,512
Philippine	23	81,554	16	72,951	5	28,915
Soviet (U.S.S.R.)	11	97,223	5	10,500	------	------
Swedish	100	632,913	103	534,110	43	175,551
Swiss	19	24,799	20	28,354	2	19,650
United States	467	2,606,832	421	2,398,060	539	3,225,627
All Others	59	362,957	65	193,248	70	144,459
Total	3,027	19,048,659	2,884	17,014,687	1,774	8,797,124

MONTHLY COMMERCIAL TRAFFIC AND TOLLS

Vessels of 300 tons net or over

(Fiscal Years)

Month	Transits 1965	Transits 1964	Transits Avg. No. Transits 1951–55	Gross tolls * (In thousands of dollars) 1965	Gross tolls 1964	Gross tolls Average Tolls. 1951–55
July	1,004	944	557	5,313	4,898	2,432
August	1,004	946	554	5,497	4,842	2,403
September	970	923	570	5,339	5,836	2,431
October	1,018	980	607	5,484	5,154	2,559
November	988	946	568	5,435	4,879	2,361
December	1,021	958	599	5,641	4,897	2,545
January						
February						
March						
April						
May						
June						
Total, 6 months	6,005	5,697	3,455	32,709	29,506	14,731

* Before deduction of any operating expenses.

TRAFFIC MOVEMENT OVER MAIN TRADE ROUTES

The following table shows the number of transits of large, commercial vessels (300 net tons or over) segregated into 8 main trade routes:

Trade routes	Second quarter, fiscal year— 1965	1964	Avg. No. Transits 1951–55
United States intercoastal	128	100	162
East coast of United States and South America	578	637	427
East coast of United States and Central America	165	141	143
East coast of United States and Far East	616	574	257
United States/Canada east coast and Australasia	111	102	55
Europe and west coast of United States/Canada	263	234	160
Europe and South America	286	306	116
Europe and Australasia	98	78	80
All other routes	782	712	374
Total traffic	3,027	2,884	1,774

THE TREND IN SHIPBUILDING TODAY:

THE AVERAGE ship is bigger these days. It is wider, longer, and it carries more. And the trend is for more of the same.

The story stands out clearly in figures for the average tonnage of ships transiting the Panama Canal during the past 5 years. Tankers, ore carriers, general cargo, and passenger ships all reflect the trend toward larger capacity.

Economy is the principal reason for larger ships: A bigger cargo carrying capacity means fewer trips. Not as many ships are needed. The immense savings in labor, capital investment, and time are important to competitive shippers.

The average Panama Canal net tonnage of each general cargo ship has increased each year, as the following table shows:

Fiscal Year	Average PC Net Tons
1960	4,840
1961	5,088
1962	5,317
1963	5,329
1964	5,517
1965 (1st 6 months)	5,527

Though only a few ore carriers transit the Canal, the average Panama Canal net tonnage also has risen dramatically on this type of ship.

Tankers show a huge increase in size, but the average Panama Canal net tonnage does not reflect the worldwide tanker trend accurately, and for a special reason. In 1962, when the Minas Bay Refineria opened in Panama, two small tankers began to carry petroleum products through the Canal from the Atlantic to the Pacific side to supply the Canal Zone and Panama. The net tonnage of these small ships is figured in the tanker averages, and this lowers the average for all tankers using the Canal. The dip in the following table (in 1962, 1963 and 1964) is due to the many trips—sometimes two a day—made by the two small tankers. But even with the pair of small tankers figured into the Panama Canal net tonnage, the average for tankers rose rapidly in the

BIGGER SHIPS IN EVERY CATEGORY

first 6 months of fiscal year 1965, as this table shows:

Fiscal Year	Average PC Net Tonnage
1960	8,889
1961	9,492
1962	9,392
1963	8,566
1964	8,783
1965 (1st 6 months)	9,237

Petroleum movement through the Panama Canal to the west coast of the United States, which controls the importation of crude oil and petroleum products, increased the quota for district 5 (all territory west of the Rocky Mountains). Districts 1, 2, 3 and 4 comprise all territory east of the Rockies.

Most startling is the increase of gasoline movement through the Canal, up 181 percent. Major oil companies on the west coast of the United States have been engaged in a price war. When they can buy distressed gasoline anywhere, these companies ship it to the west coast, where the low price has boomed gasoline sales.

Although there are tankers and cargo ships that are too wide to use the Panama Canal, most are able to transit. When a ship is being designed to carry specific cargo over a route that involves use of the Panama Canal, designers take into account the Canal draft and the lock dimensions. This way, ships that are to use the Canal can be designed for maximum capacity.

PRINCIPAL COMMODITIES SHIPPED THROUGH THE CANAL

(All cargo figures in long tons)

Pacific to Atlantic

Commodity	Second quarter, fiscal year— 1965	1964	Average 1951-55
Ores, various	1,753,980	1,600,191	1,033,433
Lumber	1,131,717	914,935	880,696
Petroleum and products (excludes asphalt)	334,051	521,041	149,132
Wheat	332,561	479,875	439,626
Sugar	701,024	494,633	205,431
Canned food products	275,268	264,466	327,338
Nitrate of soda	184,158	191,175	327,635
Fishmeal	279,274	246,685	----------
Bananas	342,748	326,387	199,495
Metals, various	308,474	280,395	184,663
Food products in refrigeration (except fresh fruit)	231,145	228,413	125,660
Coffee	110,401	94,245	55,757
Pulpwood	130,409	117,408	46,525
Iron and steel manufactures	603,611	240,090	47,896
Oilseeds	110,909	59,182	24,015
All others	1,407,428	1,414,999	743,080
Total	8,237,158	7,474,120	4,790,382

Atlantic to Pacific

Commodity	Second quarter, fiscal year— 1965	1964	Average 1951-55
Petroleum and products (excludes asphalt)	3,162,740	2,424,702	901,706
Coal and coke	1,415,118	1,510,316	594,946
Iron and steel manufactures	415,447	341,831	415,441
Phosphates	844,246	639,281	181,170
Corn	501,271	639,739	31,270
Soybeans	558,486	396,946	128,551
Metal, scrap	772,857	815,676	13,654
Wheat	187,413	152,466	26,711
Metals, various	107,419	112,821	42,135
Paper and paper products	180,493	111,743	97,333
Ores, various	377,887	277,545	17,271
Machinery	128,935	109,539	74,768
Cotton, raw	110,152	95,507	70,788
Chemicals unclassified	224,522	157,669	44,132
Automobiles and parts	111,459	106,960	68,824
All others	1,713,056	1,647,826	1,298,041
Total	10,811,501	9,540,567	4,006,741

CANAL TRANSITS — COMMERCIAL AND U.S. GOVERNMENT

	Second quarter, fiscal year— 1965 Atlantic to Pacific	1965 Pacific to Atlantic	1965 Total	1964 Total	Avg. No. Transits 1951–55 Total
Commercial vessels:					
Oceangoing	1,551	1,476	3,027	2,884	1,774
Small*	82	76	158	148	267
Total commercial	1,663	1,552	3,185	3,032	2,041
U.S. Government vessels: **					
Oceangoing	39	34	73	76	148
Small*	13	14	27	22	71
Total, commercial and U.S. Government	1,685	1,600	3,285	3,130	2,260

*Vessels under 300 net tons or 500 displacement tons.
**Vessels on which tolls are credited. Prior to July 1, 1951, Government-operated ships transited free.

Working at night during the locks overhaul project, men and equipment present a dramatic picture as light pierces the darkness.

Bert Tabor, one of the most skilled riggers in the Dredging Division, looks over the situation before giving hand signals to the floating crane Hercules to lift the miter gates at Miraflores locks. Tabor, skipper of the Hercules, has been with the Dredging Division since 1935. To those in heavy equipment work, his hand signals are an easy, quick language, but to the layman, it looks like magic.

A New Key to Locks Overhaul?

THE SKILL AND know-how of the employees of four Panama Canal divisions were combined last month to carry out a series of revolutionary tests designed to reduce the locks overhaul time to the minimum.

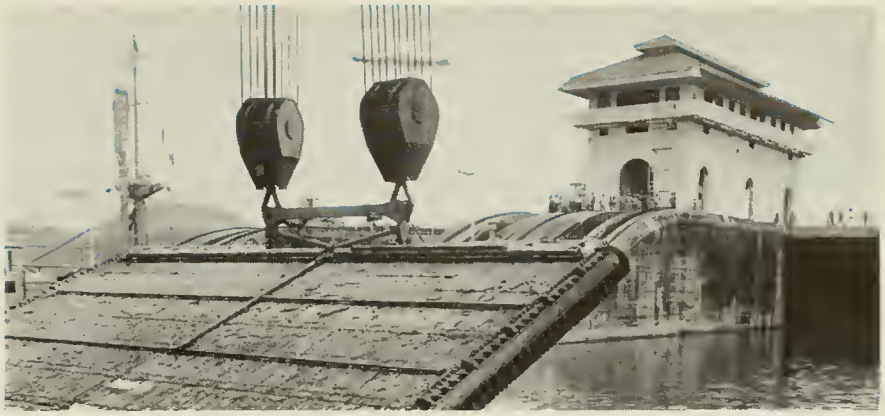
Craftsmen and engineers from the Locks, Industrial, Dredging and Engineering Divisions worked overtime at Miraflores locks in order to complete one of the projects—the removal of the two miter gate leaves from the control house gates in the east lane.

It was the first time that these particular gates have been lifted off their hinges or pintles by the floating crane *Hercules* and the first time any lock gate had been floated to drydock for overhaul.

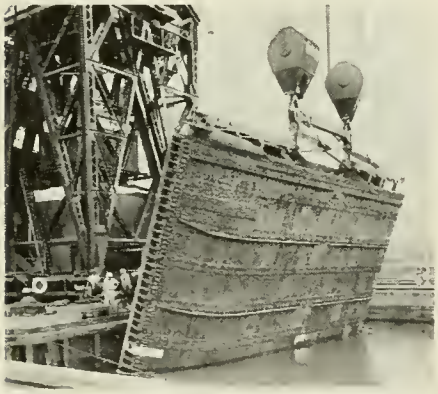
The pintles, by the way, are hinges on which the lock gates rotate. They are located at the base of the lock gate. Before the gate can be lifted, the 2-foot yoke pin located at the top of the gate must be pulled by a lock locomotive crane.

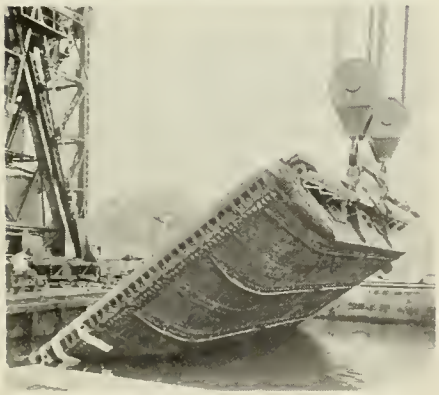
In order to keep the gate leaves from sinking when they were lowered into the water, the port holes cut for ventilation in all lock gates were sealed.

...REALLY A SWINGIN' JOB!

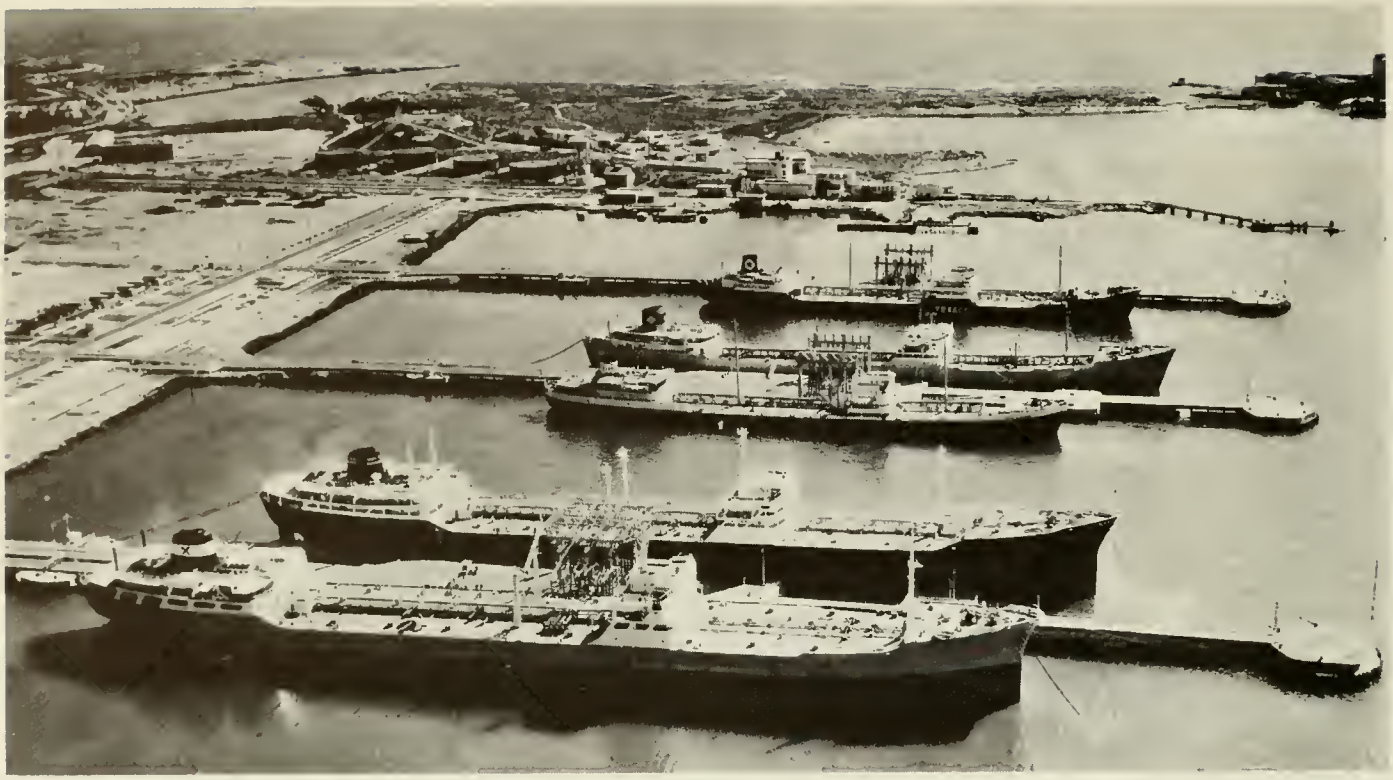


UP, OVER AND OUT. In these five pictures, a miter gate leaf at Miraflores locks is lifted off its hinges for the first time by the floating crane Hercules. Since the crane has a maximum lifting capacity of 250 tons, skill was needed to keep the 750-ton gate on an even keel while it slides gently on its face into the locks chamber. The last picture shows the gate in position for towing to Balboa drydock, where it is undergoing overhaul by the Industrial Division.





This may be the last lock overhaul for Russel H. Jones, center, Mechanical Supervisor at Miraflores locks, who as chief as the craftsmen, keeps an eagle eye on the experimental overhaul tests being conducted at Miraflores. A veteran mechanic, Jones has been with the Locks Division since 1936 and may retire sometime later this year.



The oil port of Lavera. It is the terminal point of the southern European pipeline, serving the eastern part of France and Germany.

World Ports

Marseilles—Port of All Men

OFTEN CALLED the port of all men, Marseilles is the greatest seaport of France and of the Mediterranean. Ships of almost every country anchor in the coastal port, second only to Paris in size among French cities.

In the 20th century, Marseilles has forged its way into the great current of commercial traffic. Cargo lines from all over the world are based at the port, sending ships to the eastern Mediterranean, the east coast of Africa, Australia, India, Indochina, Algeria, Tunisia, Malta, Morocco, and the Antilles, as well as Great Britain and ports on the west coast of France. Hundreds of the big foreign lines call at Marseilles, which is mainly a transshipment and industrial port, not an intermediate center for the collection and distribution of goods.

One of the oldest seaports in Europe, Marseilles was founded by the Greeks about 600 B.C. It became a great trading center in ancient times and down through the centuries has continued to hold its position as a world port. Its fortunes have been shaped by its geographical location. Surrounded by abrupt and steep hills, the city has always been deprived of natural communication to the inland. Since its beginning, then, Marseilles has turned toward the sea for its vitality and expansion.

Historically, its Mediterranean location allowed it to control the great East-West area of Spanish-Italian commerce. Marseilles was helped by the results of the industrial revolution in the 19th century. Colonial conquests and, in a general way, the considerable increase of foreign trade were other growth factors. The Mediterranean Sea, a big, closed-in lake, developed into one of the most important routes of international maritime traffic. Isolated from the interior of France, Marseilles continued to look toward a martime horizon bounded by the Mediterranean. Its commercial, industrial, and population growth followed very closely that of its docks.

The pulse of maritime traffic was quickened in later years by the opening of the Suez Canal. This new route stopped at Marseilles, since its most important branch made a detour by Gibraltar to the great industrial ports of the North Sea. This detour through Marseilles remains the shortest and most convenient route for Asiatic, African, and Mediterranean countries producing raw materials, on one hand, and for the European industrial centers, on the other hand. Thus, Marseilles today is the western trade mart on the Mediterranean—the French gate to the Far East.

Nevertheless, to end Marseilles' isolation from the rest of France, several operations were undertaken to link the port with other European commercial centers. First was the construction of the Rove Tunnel through the mountains north of Marseilles. The canal through

Marseilles: Port of All Men

the tunnel connects the port to the Berre Basin, a small lake north of Marseilles that opens to the sea. This project supplemented a second tunnel, built earlier for railroads serving the port city and its annexes. Next, the building of the oil port of Lavera near Marseilles made possible the growth and expansion of the petroleum industry in that area. Finally, improvements to the present maritime works in and around Marseilles and its annexes assure the port of its position as a national and natural outlet from the rich Mediterranean basin in which it lies.

The shipping functions of Marseilles in that basin are revealed in the structure of its maritime trade. The port city is the focal point for cargo on its way from the Mediterranean to northwestern Europe. Through its port passes merchandise of great value and volume. In 1960 alone, Marseilles and its annexes transported 12,755,000 tons of maritime cargo inland by water, rail, and highway.

As for exports and imports, in 1961, the port city and its outlying regions handled 26,361,000 tons of cargo. The major export is petroleum. After that, successively, come construction materials, machines, chemical products, sugar, carbon, metalwork, and automobiles. In order of commercial importance, the imports are crude petroleum, grains, out-of-season fruits and vegetables, oils and grease, cotton, rubber, wine, and a large variety of other products.

Marseilles is able to handle an enormous amount of cargo because its port facilities which, though destroyed by the Germans in 1944, have been rebuilt and perfected in recent years. Today, these are among the most modern in the world. Together with its annexes and its canal and railroad systems, Marseilles remains, as in the past, a reliable and energetic partner in international maritime trade. As a world port at mid-20th century, Marseilles continues to keep in pace with pyramiding world commerce.

The port of Marseilles handles 70 percent of the naval repairs in France. These ships, at the Digue de Large, are being repaired. On the docks, various cargo is awaiting shipment.

Aerial view of the oil port of Lavera and of the petroleum refineries which provide 40 percent of all the oil consumed in France. It's part of the port of Marseilles.

Alliance Moves Ahead in Panama

PANAMA HAS achieved substantial improvements in her education, health, agrarian reform, highway and housing programs under the Alliance for Progress which celebrated its third anniversary in 1964. The United States has worked with Panama in this joint effort and has made significant contributions. U.S. low-interest loans to Panama in just the past 3 months, for example, have totaled $10.3 million. These and earlier loans have served as a catalytic agent to enable Panama to move ahead simultaneously on many economic and social fronts.

U.S. technical assistance to Panama, however, dates back to World War II and programs administered by the Institute of Inter-American Affairs. Since World War II there has been a continuous program of technical and economic assistance involving both grants and loans.

U.S. grant and loan assistance to Panama for development projects alone totaled $45,300,000 from fiscal years 1961 to 1964. This figure represents only the U.S. contribution and does not include assistance granted under programs sponsored by the Peace Corps, the Export-Import Bank, or military assistance programs.

The riots and disturbances in Panama of January 9-12, 1964, and subsequent rupture of Panamanian-United States diplomatic relations had serious repercussions in nearly all sectors of the national economy.

The transfer of a substantial amount in foreign and nationally owned bank deposits out of Panama in January and February, the resultant severe restriction of credit, a temporary but crippling loss of tourist revenue, and a moderate loss of business confidence were among the more noticeable economic effects of the Panama-United States crisis.

During the second quarter a number of new AID contracts supporting the Alliance for Progress were signed and loan agreements totaling $10.3 million for Panama were negotiated. A $2.4 million loan was signed in August 1964 to finance a rural land and natural resources survey and to provide technical assistance in tax administration. This project will require approximately 3 years to complete and will be coordinated by the Agrarian Reform Commission. Another $2.4 million loan is for rural development in Panama; a $2 million loan is to provide financing for

Fishermen at El Farallón readying for a trip. Under the Alliance auspices, equipment and boats were furnished and contributed to improving the local economic picture.

A project built by Panama and the United States through cooperation in the Alliance for Progress is this health center at Pesé in Herrera Province. There are several others.

ALLIANCE PROGRESS IN PANAMA

a series of studies for projects in the Panama Government's national development program; and a loan for $3.5 million is to provide budgetary support to Panama to offset a serious fiscal situation caused by the rapid increase in the floating debt, which was $20 million as of July 31, 1964, the highest reported to date.

Since 1961 under the Alliance for Progress, Panama and the United States have jointly constructed 77 schools through the community self-help system, and AID built another 11 schools under contract. A total of 15 schools were completed in the second quarter of 1964. Twelve of these schools were constructed under self-help programs and the other three under normal AID construction contracts at a combined cost of $501,598. During the July-September 1964 quarter, four contracts for school construction, totaling $440,190, were approved and bidding was completed on another three schools.

Working with the Ministry of Public Health under the Alliance for Progress, to date, AID has constructed five rural health centers in Panama, has renovated two hospitals and has placed in service seven mobile health units. A contract has been signed for the construction of a rural health center at Ocú, and bids have been opened for similar centers, to be built at Penonomé and Cañazas.

A 5-year-tax-free moratorium on construction of new buildings contributed to Panama's big building boom prior to January 9, 1964, and work in progress on all buildings continued. Third quarter activity in the construction sector was sluggish, however, as compared with a year ago.

As of August 31, 1964, the Panama Government's funded debt amounted to approximately $113.6 million, of which $59.2 million represented external and $54.3 million internal obligations.

Panama signed a contract for an $8.5 million loan from the Inter-American Development Bank, in late August, to help finance a land development program to provide irrigation for an area

(*See p. 22*)

When the St. Augustine school was under construction in the Los Santos District, in Los Santos Province, this picturesque photo was taken.

One of the many schools built under the program of the Alliance for Progress, this one was dedicated in the town of El Roble in Coclé Province.

ANNIVERSARIES

(On the basis of total Federal Service)

40

SUPPLY AND COMMUNITY SERVICE BUREAU

Juan Guebara
Utility Worker

TRANSPORTATION AND TERMINALS BUREAU

Reuben J. Aikman
Clerk

30

COMPTROLLERS OFFICE

Ralph E. Harvey
Accounting Assistant
(Steamship Clearances)

Mary J. Yaeger
Accounting Technician

SUPPLY AND COMMUNITY SERVICE BUREAU

Ralph Jackson
Laborer (Cleaner)

Antonio Rangel
Gardener

R. G. Richardson
Lead Foreman Stockman

Evelyn E. St. Hilaire
Leader Presser (Shirts)

MARINE BUREAU

Arcelio Moreno
Oiler

James B. Rigby
Guard

Ezra M. Smith
Towing Locomotive Operator

James C. Wood
Admeasurer

Grace G. Thomas
General Foreman
(Locks Operations—Mechanical)

Carlos Romero
Seaman (Launch)

Theodore Brathwaite
Sailmaker

Russell M. Jones
General Foreman
(Locks Operations—Mechanical)

ENGINEERING AND CONSTRUCTION BUREAU

Isaac W. Beech
Water Tender (Floating Plant)

Fitzgerald Moore
Seaman

Dorothy Dennis Douglas
Supervisory Clerical Assistant

José Ríos
Helper Core Drill Operator

Camillus T. Askew
1st Mate, Pipeline Dredge, Class I

Gladstone E. Clarke
Winchman

George W. Wertz
Chief Foreman
(Electrical Installation and Maintenance)

CIVIL AFFAIRS BUREAU

Robert S. Herr
Director of Posts

Lester L. Largent
Police Lieutenant

William H. Munyon
Warden

HEALTH BUREAU

Samuel Ogarro
Cook

Timineta I. Sobers
Nursing Assistant
(Medicine and Surgery)

Miguel Avila
Laborer (Heavy, Pest Control)

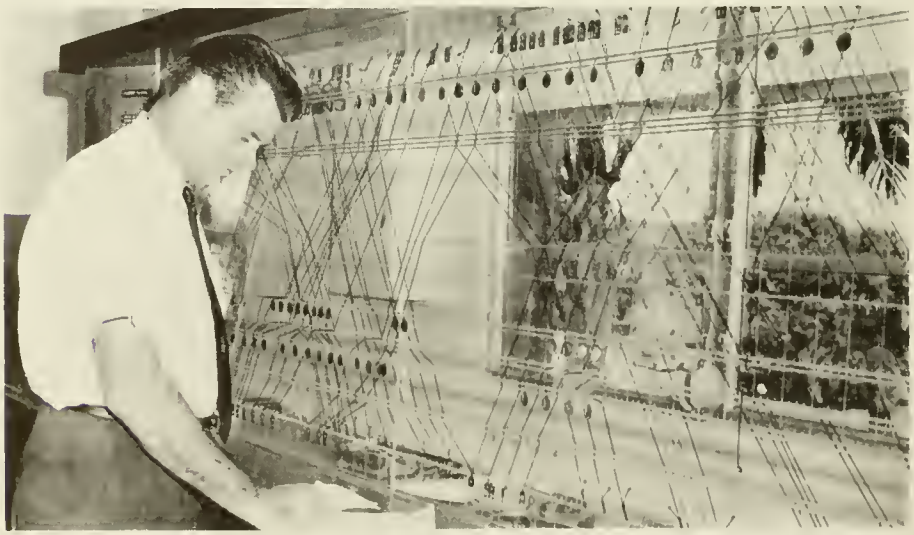
TRANSPORTATION AND TERMINALS BUREAU

Hubert McFarlane
Cargo Checker

He's Served The Canal 50 Years

Joseph B. Gordon, file clerk in the General Manager's Office of the Supply Division, celebrated his 50th anniversary with the Panama Canal organization on January 14, 1965. Gordon, born in Jamaica, was employed with Commissary Division on January 1, 1915, as messenger, when he was 15 years old. His employment terminated February 20, 1920, but he was reemployed March 4, 1920, as messenger in the same Division and has been with the Supply Division ever since. Gov. Robert J. Fleming, Jr., presented Gordon with a 50-year Service Certificate, an Eminently Satisfactory Extended Service Award, a check for $500, a picture frame, and a key to the locks for him and his wife.

J. B. GORDON



A "graphic scheduling board," it's called. While this new device may look as if it belongs in a rug weaving factory, it actually plays a vital and efficient part in getting ships through the Panama Canal. Those are elastic plotting cords, each representing a ship. The result (to trained eyes) is a visual picture of current and projected transit schedules. Supervisory Marine Traffic Controller Joseph M. Hunt is shown using the more efficient board.

CANAL HISTORY

50 Years Ago

THE NEW Panama Canal was celebrating a series of "firsts" 50 years ago.

The first night lockage at the Pacific locks occured December 7, 1914, when the *Limari*, of the South American Steamship Co., passed southbound through Miraflores and Pedro Miguel locks. Special authority of the Governor was given for the transit.

The Canal was used by sailing vessels for the first time when the British schooner *Zeta* and the American yacht *Athene* were put through together in tow of a tug. The 132-foot *Zeta*, owned by Robert Wilcox, of Colon, had been employed in trade between Colon and U.S. Gulf ports. The *Athene* was a pleasure craft of 104 feet.

The SS *Tokushima Maru*, of the NYK Line, was the first Japanese ship to use the Canal. It arrived in Cristobal December 9 from Galveston and passed through the Canal en route to Yokohama.

By the end of January 1915, a total of 2,192,856 tons of cargo had been carried through the Canal since its opening on August 15.

The most severe norther in years visited Limon Bay on the Atlantic side and did considerable damage between the evening of February 8 and the morning of February 10. Heavy seas wrecked part of the new breakwater being constructed from Coco Solo Point to the Canal channel.

25 Years Ago

PRESIDENT FRANKLIN D. ROOSEVELT paid his fifth visit to the Isthmus 25 years ago. He arrived in Cristobal February 18, 1940, aboard the U.S.S. *Tuscaloosa* and made a brief inspection of Panama Canal defenses. He later conferred with Panama's President Augusto Boyd who traveled through the Canal with President Roosevelt aboard the *Tuscaloosa*.

While the war in Europe entered its first winter, Panama Canal defenses were the subject of discussion in Washington, where Representative Buell Snyder, chairman of the House Military Appropriation Subcommittee, urged the construction of more roads and airports in Panama as a Canal defense measure. A preliminary survey was started to determine the cost and route of the transisthmian highway on which work was scheduled to start in March.

The German freighter *Dusseldorf*, a 5,000-ton vessel captured by the British off the coast of Chile, went through the Canal in December under the command of the British. It was the first prize of war ever to transit.

Adm. Richard E. Byrd sailed from Balboa aboard his supply ship U.S.S. *North Star* on his way to Little America. The vessel took on board several thousand Panama bamboos which were used to make snow trails in the Antartic regions.

10 Years Ago

THE HUNDREDTH anniversary of the completion of the Panama Railroad was observed January 28, 1955, by a colorful program of events highlighted by dedication ceremonies at Balboa Heights of the Railroad monument and the running of a special train from Colon to Panama. The train, drawn by an old steam locomotive, carried a number of distinguished passengers from Panama and the Canal Zone. Roberto Heurtematte, then Comptroller General for Panama, spoke at the dedication ceremony. Representatives of several of the Railroad unions in the Canal Zone placed a wreath on the monument to the Panama Railroad's founders in the grounds of the Hotel Washington in Colon.

The Panama Canal Civil Defense Unit had its first test in February 1955 when it participated in a staff and communication exercise labeled "Operation Interim" which was part of one covering the seven Southeastern States as well as Puerto Rico and the Virgin Islands.

Vice President Richard M. Nixon visited the Isthmus in February 1955. Accompanied by Gov. John S. Seybold, U.S. Ambassador Seldin Chapin, and other officials, he made an inspection trip of the Canal Zone and a "whistle-stop" trip across the Isthmus by Panama Railroad. Mrs. Nixon inspected hospitals and schools.

One Year Ago

MORE THAN 4,500 nonmanual employees of the Panama Canal organization received a pay raise last year. The raise, averaging 4 percent across the board, affected clerical, administrative, and professional workers, postal employees, and pilots.

The Panama Canal Electrical Division reported that power generation records were being broken last December when a peakload of 64,400 kilowatts, the highest on record, was achieved on December 9. On December 2, the total gross amount of electric current generated during a 24-hour period amounted to a 1,261,400 kilowatts.

The SS *San Juan Prospector*, the biggest commercial cargo ship ever to transit the Canal, made the trip southbound last January in ballast. The supertanker-ore-carrier was 835 feet in length and had a beam of 106 feet. She made the transit without incident in 10½ hours en route from Trinidad to Peru.

50TH ANNIVERSARY BOOK IS PRAISED BY DIGNITARIES

(*Continued from p. 3*)

Court Library. "It is a publication of great importance as a source of information for magistrates of the Supreme Court of Justice," he wrote.

Pablo M. Duran, well-known industrialist and coffee magnate, said: "It is a work of rare historical value which I shall keep as a treasure for the future enjoyment of my children."

Col. Bolivar Vallarino, commander of Panama's National Guard, comments: "Its historical content is a source of knowledge which will lead to better understanding of the great importance of the Canal to the nations of the world."

Irene A. de Aleman, wife of Julio Aleman, a former Diputado, relates this witty story: "I read the book, as had my husband, and we both enjoyed it. About 3:30 that day, my daughter, Raquel, 14, came home and read it. Then our boys, Enrique, 12, and Ramon, 9, read it. They liked it, too. So, I concluded that either (1) their mother has a child's intelligence or (2) the children have a mature and clear intelligence or (3) the book is so well written and edited that both children and adults enjoy reading it."

So read the letters, from people in all walks of life. Panama Canal officials and employees responsible for production of the book were gratified to know that it has been so well received.

New Solution For An Old Problem

IN SHIPPING, time is money. When a ship is delayed, its expenses continue but it stops producing revenue. And ports, while striving for maximum efficiency, are sometimes the victims of "rush hour" business that forces delay in unloading cargo.

A second problem inherent in the shipping business is that there are a limited number of ports. Ports cost money, big money, and unless there is a nearby population center to be served, or there's rapid and cheap transport to consumer centers, there is no economic reason for a port.

But there appears to be a partial solution to these problems in the development of advanced cargo carriers that operate on land or sea. The latest of these, the BARC, holds the promise of a minor revolution in cargo handling in certain situations. This huge land-sea carrier has the potential for saving time and reaching remote consumer areas not served by ports.

Conventional thinking dictates that a road must be built from a developed area to a remote area of consumers or resources. But the BARC is capable of hauling 100 tons of cargo by way of 4-wheel drive on land and twin-screw marine propulsion on the water.

This means that the remote areas can be served by offshore transfer of cargo to a BARC (barge amphibious resupply craft), which can deliver it to a final destination on land. BARC is an Army vehicle, but commercial versions can be built, and they can handle more than the military models, perhaps as much as 150 tons.

Even in the most sophisticated port, scheduling is not perfect. The BARC offers several advantages in meeting this problem:

IT CAN TAKE cargo from ships at about the same rate that ships are unloaded at dockside. Then, the BARC can deliver that cargo to points inland, avoiding the transfer of the cargo to a warehouse, where it would have to be reloaded on trucks or railroad cars for final delivery.

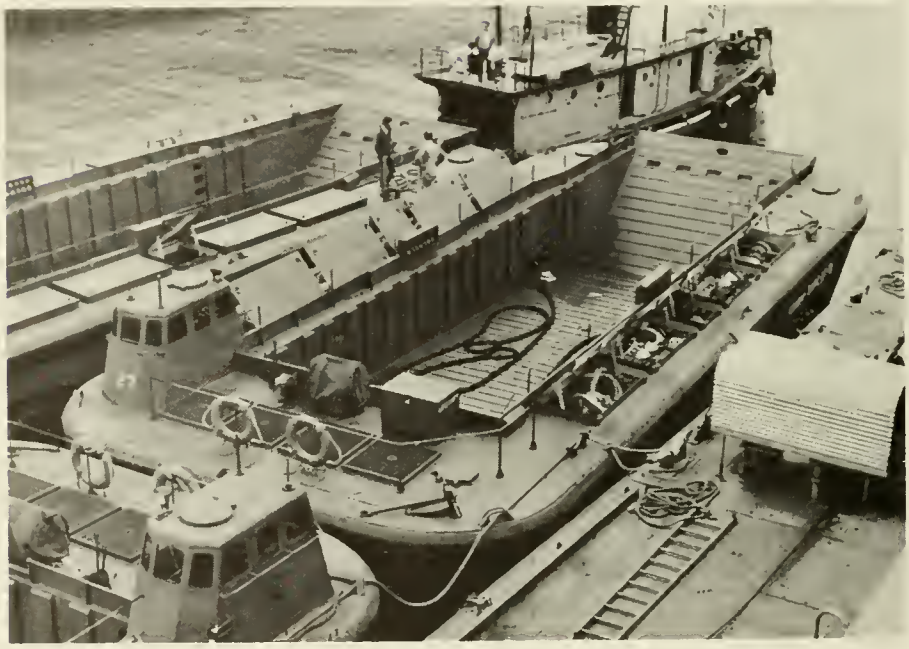
SHIPS ARE FREE to head for the next port quickly, cutting down on idle time.

DISCHARGING PART of a cargo load will be easier because a ship need not tie up at dockside.

The BARC can operate at sea, particularly well along coastlines. If the weather gets too rough, it can park on a beach until the situation improves. Its predecessor, the World War II Duck, proved that the concept of a combined water-land vehicle is sound. The BARC, though, can carry 30 times the cargo load of the Duck, and deliver it over much rougher terrain. Its huge wheels and high clearance provide an off-the-road mobility that will take it over the barest semblance of a path, once big trees are knocked down. And it's good in the mud, too.

Though some operators are already using wartime LSU's (landing ship, utility) to service remote areas in Central America, this equipment is only an indication of the immense possibilites of BARC.

Once thinking has turned in the direction of amphibians to provide the link between semiremote areas and civilization, the shipping industry may find new markets to serve by using fleets of these strange-looking but practical vehicle.



A BARC in the water. Note the rear ramp, which can be lowered to discharge cargo.

ALLIANCE MOVES AHEAD

(*Continued from p. 18*)

of 27,500 acres. In addition, a request was made to the United Nations Special Fund for Economic Development for an agricultural and economic study of the region to be benefited by the irrigation project. This study would cost about $800,000.

A contract for the construction of the last remaining section of the Inter-American Highway in Panama was executed by the Panama Government at a total cost of $12 million. This highway stretch is 28 miles, between Santiago and Guabala. Panama's portion of the cost is to be covered with the aid of an Export-Import Bank loan.

New to Panama is the Partners of the Alliance (Compañeros de la Alianza), a grassroots approach to the Alliance for Progress, which brought to the Republic a delegation from the State of Delaware last month for discussion of areas of common interest in which the people of Delaware may help the people of Panama.

The Partners of the Alliance is coordinated by an office within the U.S. Agency for International Development, organized to respond to and coordinate the direct-assistance activity between those in the United States who wish to help and those in Latin America who are in need of help. The principal idea is to connect North and Latin American States and countries where there are cultural and climate similarities.

Paradise Awakening: The San Blas Indians

(*Continued from p. 10*)

patience are required. The finished product is about 16 by 20 inches. Two of them form the front and back of a blouse. Framed molas make beautiful wall decorations in many homes.

Most influential today in changing the Cunas are the missionaries. One of the first was the late Dr. Lonnie Iglesias, a Cuna from Nargana. He began his nondenominational work more than 30 years ago and affiliated with the Baptist mission movement a few years ago. His name is an honored one among the Cunas. The Baptists have 40 missionaries working on 20 islands. They run three schools and six churches. The Catholic church, too, has missions and is also a major beneficial influence in the educational and cultural development of the Indians.

Until recently, the Cuna language was spoken but never written. Now, Peter Miller, a missionary, is translating the Bible into Cuna, a slow and challenging task.

Bringing the world of industry, commerce, and modern thought to the islands of the Cuna will take a long time. There is a hospital being completed on Ailigandi, but nearby several medicine men still flourish, dispensing potions and herbs and casting out demons with magic spells. The Cuna accepts both. He observes Christmas and attends church in increasing numbers, but his ancient rituals are still an important part of his life. Already, a few transistor radios are beaming the hope of a brighter life to these islanders and they respond to the sparkle and allure of commercials.

It would be hard to find a people with more natural charm, friendship, and appealing character than the Cunas. Happy and energetic, they have a rare talent for taking life as it comes, but not too seriously.

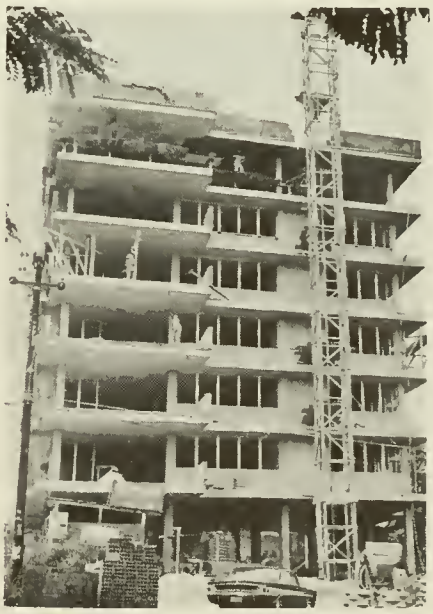
The outside world, shining in a thousand ways at the doorstep of these islands, has made its first impact. And the Cuna is faced with the ancient dilemma that is at the right hand of all progress—how to take the good things brought by change and still keep those warm qualities of spirit that nature has given him. The stuff of which Paradise is made is in his hands. If he is wise, he will use it to triumph.

Panama's Building: Going Up!

(*Continued from p. 7*)

The plush 11-story Grobman apartment building, near the Continental Hotel. Each floor is an apartment with four bedrooms, a study, dining room-living room, three baths, maid's room with bath, and laundry area. Cost is almost half a million dollars.

On wide Balboa Boulevard is the 13-story Stempel building, constructed at a cost of some $350,000. The first two floors are used for offices and the remainder are apartments, one on each floor of the building.



Facing the residence of the Ambassador of Brazil, in El Cangrejo, another new 7-story structure goes up. This will be a joint ownership apartment building, each occupant of an apartment owner of the floor he occupies.

SHIPPING

New Ship Design

SHIPS WITH a special bow that has a rounded bulbous form are becoming more common among the big supercarriers using the Panama Canal recently. The bulbous bow has been designed to reduce wavemaking resistance on heavily laden ships and promote greater speed

Two vessels equipped with the bow form are the bulk carriers *Liryc* and *Heroic*, built recently in Japan for the Constellation Shipping Co. of Panama. Operated by the Triton Co. of New York, they are presently running through the Canal on a regular schedule from Chile and Peru with iron ore for U.S. and European ports and returning from Norfolk, Va. with coal for Japan.

Both ships have what is called the Algonquin bull form with a bow jet maneuvering system designed to give an immediate 2½-ton thrust on either port or starboard side of the bow when the vessel is moving at slow speed or docking They are among the first ships to have steam turbine machinery with control from the bridge wings. Due to the hull design, more cargo can be carried on the same draft and dimensions and for the same horsepower as vessels of conventional design.

New Records

"IF YOU can see it—it's obsolete." This remark often made about the new supersonic jets would hardly apply to the cargo vessels using the Panama Canal. But speed records are being broken nevertheless.

Japanese cargo ships, which have been breaking their own speed records on the run between the Far East and New York, are being given a run for their money by the Lykes Bro. *Gulf Pride* class freighters which operate between Japan, the Far East, and U.S. gulf ports.

On a recent voyage from Vietnam to New Orleans, the SS *Adabelle Lykes* recorded the fastest transpacific sea speed of any of the Lykes vessels to date. According to figures published by the weekly bulletin of the port of New Orleans, the *Adabelle Lykes* recorded speeds in excess of 21 knots and averaged better than 20 knots for the entire voyage. Making the passage homeward in 24 days, the *Adabelle Lykes* reduced the average crossing time of the older C-3 vessels by approximately 1 week.

Earlier in the year, the SS *Margaret Lykes*, another new ship of the Lykes fleet, chalked up an ocean speed record on the voyage from Yokohama, Japan, to Houston, Tex. She covered the 9,301-mile distance in 19½ days, shaving 1½ days off the previous record held by the SS *James Lykes*, another of the new vessels. Older vessels of the line had made the run in 27 days.

Thus far, 21 of the new Lykes ships of the *Gulf Pride* class are in service. Twelve other highly automated vessels of the faster *Gulf Clipper* class, designed primarily for the U.S. gulf to Far East trade, are under construction with the first to be delivered in July. All of them are to be automated and will offer the newest and finest in cargo handling stowage.

TRANSITS BY OCEANGOING VESSELS IN SECOND QUARTER FISCAL YEAR 1965

	1965	1964
Commercial	3,027	2,884
U.S. Government	73	76
Free	19	17
Total	3,119	2,977
TOLLS°		
Commercial	$16,576,286	$14,942,928
U.S. Government	349,301	335,277
Total	$16,925,587	$15,278,205
CARGO°°		
Commercial	19,055,207	17,019,942
U.S. Government	311,061	228,875
Free	103,181	52,913
Total	19,469,449	17,301,730

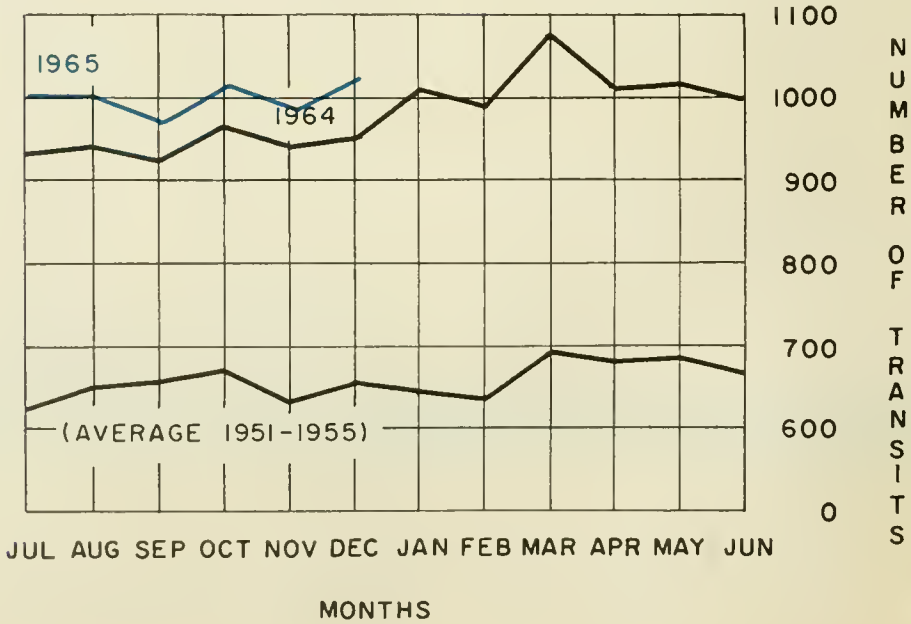
° Includes tolls on all vessels, oceangoing and small.

°°Cargo figures are in long tons.

Liners Busy

INCREASE IN the demand for Panama voyages has resulted in an increase in both eastbound and westbound voyages through the Panama Canal by four big British passenger liners owned by the P & O-Orient lines during 1965. Executives of the shipping lines have stated that more than 4,000 additional berths will be available this year on passenger ships of the P & O-Orient Lines sailing to and from Europe from the west coast of North America to Europe via the Panama Canal, the Caribbean, and the Atlantic.

The first due to arrive at the Canal from the west coast this year is the luxurious *Oriana*. She will dock in Balboa May 3 and pass through the Canal northbound the following day en route to Le Havre and Southampton via Nassau, and Port Everglades, Fla. Other vessels due to go to Europe this year either by way of Nassau, Port Everglades, Nassau, and Bermuda or Cartagena and Trinidad are the *Canberra*, *Oransay*, and *Arcadia*. Five voyages are planned from Europe through the Panama Canal to the west coast.



Date Due

Due	Returned	Due	Returned
JUL 31 1992			
AUG 03 1992	AUG 04 1992		

LATIN AMERICA

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